

**TO:** CITY MANAGER 2000 June 21

**FROM:** DIRECTOR PLANNING & BUILDING OUR FILE: 08.640

**SUBJECT:** CORRESPONDENCE FROM MR. E. BOLES REGARDING THE MARINE/  
TENTH CONNECTOR AND OTHER ISSUES

**PURPOSE:** To respond to the issues raised by Mr. E. Boles regarding truck traffic on the Marine/  
Tenth Connector and other issues.

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**RECOMMENDATION:**

1. **THAT** a copy of this report be forwarded to Mr. E. Boles, 7279 10<sup>th</sup> Avenue, Burnaby, B.C. V3N 2R8

**REPORT**

**1. BACKGROUND**

At its regular meeting of 2000 June 12, Council received correspondence from Mr. E. Boles expressing concerns regarding the Marine/Tenth Connector as a route for single occupant vehicles and trucks. The correspondent also had concerns regarding an addition to his house.

Council referred this correspondence to staff for a report on the issues raised by the correspondent.

**2. ISSUES RAISED BY THE CORRESPONDENT**

**2.1 Truck Route Status of Tenth Avenue**

The correspondent is concerned about Tenth Avenue between 20<sup>th</sup> Street and Kingsway turning into a truck route with the construction of the Marine/Tenth Connector. It should be noted, however, the Burnaby side of Tenth Avenue is currently a truck route.

In the future, the Marine/Tenth Connector, when completed, is also intended to replace Southpoint Drive as a truck route. This approach addresses a continuing issue for residents of the Edmonds Town Centre South area.

## **2.2 Use of Tenth Avenue by Single Occupant Vehicles**

The correspondent is concerned that the Marine/Tenth Connector is being constructed to accommodate single occupant vehicles only.

While the Marine/Tenth Connector is not currently in the Burnaby Transportation Plan as a future High Occupancy Vehicle (HOV) facility, recent corridor studies undertaken by the Ministry of Transportation and Highways have identified the Tenth Avenue corridor from Marine Way to McBride Boulevard (and in the future via the Stormont McBride Connector to Highway 1) as potentially appropriate for two general traffic lanes and two HOV lanes. These HOV lanes would only be considered when Tenth Avenue from 20<sup>th</sup> to McBride Avenue has been developed to a consistent four lane standard including the section between 20<sup>th</sup> Street and Kingsway that is currently two lanes.

## **2.3 Building Permit for House Addition**

Mr. Boles also refers to City staff responding negatively to his plan to enclose the area over his garage as a "sunroom". While no documentation exists at the City regarding any discussions with Mr. Boles, the correspondent apparently requested his contractor to inquire regarding a building permit for this work. If an informal inquiry was made, the contractor may have been informed that enclosure over the garage would conflict with the front yard averaging provisions of the Zoning Bylaw which prohibit development within a setback area which is less than the average of the setbacks of the four adjacent houses (two each side).

Mr. Boles has since decided to refinish the sundeck area over his garage rather than enclosing it.

## **2.4 Abandoned Shopping Carts**

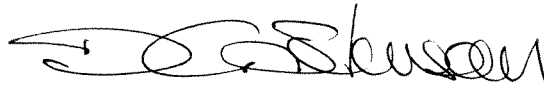
With respect to the issue of abandoned shopping carts, the Engineering Department will pick them up, when notified, and take them to the City Works Yard. If they are identifiable, the appropriate store is contacted who then makes the arrangements for pick up. If not identifiable, they are sold to a contractor for reconditioning and/or use as scrap material. The City is also involved in creek and ravine clean up projects where shopping carts and other material are removed.

It is noted that most of the retail stores providing shopping carts as a convenience are now charging a self-refunding user fee to help ensure their return to the proper collection area.

**3. CONCLUSION**

This report responds to the issues raised in a letter to Council from Mr. E. Boles. The correspondent questions the need for the Marine/Tenth Connector and objects to its status as truck route and its use by single occupant vehicles. In response, it is noted that the Burnaby side of Tenth Avenue is presently a designated truck route - and the Marine/Tenth Connector is being constructed partly to divert trucks from the Edmonds Town Centre South residential area. While not suitable for dedicated HOV use until it is upgraded to a full four lane standard, the entire Marine/Tenth corridor from Marine Way to McBride Avenue is potentially available for use by High Occupancy Vehicles in the future when Tenth Avenue from 20<sup>th</sup> Street to Kingsway is developed to a four lane standard.

With regard to the other issues, the correspondent has decided not to proceed with an application for a building permit which may have conflicted with the front yard averaging provisions of the Zoning Bylaw and a response is provided with respect to the abandoning of shopping carts.



D.G. Stenson, Director  
PLANNING & BUILDING

RG/ma

cc: Director Engineering  
Chief Building Inspector

